

THE OVERLAND CHINA MAIL  
PUBLISHED EVERY  
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of Hongkong and the  
Far East.  
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# The China Mail.

ESTABLISHED 1845

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No. 16,621.

號八十月八年六十百九千壹

HONGKONG, FRIDAY, AUGUST 18, 1916.

庚丙大歲年五國民華中

PRICE, \$3.00 Per Month

## THORNE'S

### OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:

A.S. WATSON & Co. Ltd.  
WINE & SPIRIT MERCHANTS,  
HONGKONG  
TEL. 616.

## HONGKONG VOLUNTEER CORPS.

Corps Order by Lieut-Col. A.  
Chapman, V.D.

### NOTICE.

Detail of Engineer Coy. duties at  
Lycam from 10th to 31st August have  
been posted at Headquarters.

### LEAVE.

"Corps Order No. 1 of 1916. The  
leave therein granted to Spr. B. J. Jen-  
nings is hereby cancelled from this date.  
Gr. C. Humphreys is granted one  
month extension of leave from 18.8.16.  
Actg. Sergt. T. H. Matthews is  
granted one month's leave from 14.8.16.  
Spr. J. H. Donithorne is granted 14  
days leave from 15.8.16.  
Spr. B. Lillie is granted one month's  
leave from 14.8.16.  
Pte. W. Manning is granted half  
month's leave from 17.8.16.  
Pte. C. H. Davis is granted one month's  
leave from 3.9.16.  
Pte. F. A. Perry is granted two weeks'  
leave from 22.8.16.

### TRANSFER.

Pte. W. R. Farmer is transferred from  
No. 1 Sec. Arty. Batty to Left Section  
M.G. Co. from 14.8.16.

Gr. W. W. Edwards is transferred from  
No. 1 Section Arty. Batty to mounted  
Section Hongkong Police Reserve from  
17.8.16.

### STUCK OFF.

Mr. J. E. Elias is stuck off the  
strength of the Corps from 9.8.16.

### SCOUTS COMPANY.

Pte. G. B. Haywood, having elected  
to be treated as a recruit, will attend  
recruits parade today and on every suc-  
ceeding Friday at Headquarters at 5.30  
p.m. until passed out by the Adjutant.

### LEADERS.

Monday 21st, 5.15 p.m. Left Centre,  
Right Sections M.G. Co. Scouts Coy. and  
Civil Service Coy. outside Courts of  
Justice, and proceed by car to Happy  
Valley. 5.30 p.m. Recruits of all units  
at Headquarters under Corp. Grimes.  
Signalling Section "A" class at R.A.  
Theatre.

Tuesday 22nd, 5.30 p.m. Signalling  
Batter Section at Headquarters. Signa-  
ling Section "A" "B" and "C"  
classes at R.A. Theatre. Mounted Sec-  
tion on Polo Ground.

Wednesday 23rd, 5.30 p.m. Signalling  
Section "A" class at R.A. Theatre.

Thursday 24th, 5.30 p.m. Signalling  
Section "A" "B" "C" classes at  
R.A. Theatre.

Friday 25th, 5.30 p.m. Recruits of all  
units at Headquarters. C.M.S. Wicheil,  
and Corp. Grimes will attend. Arty.  
Batty, 10pr. B.L. gun drill at Lion Club  
Hill. Serg. Bradley will attend. Hong-  
kong residents parade at Star Ferry  
Wharf, Hongkong, 5.00 p.m. Signalling  
Section "A" class at R.A. Theatre.

Saturday 26th, at 2.30 p.m. and Sun-  
day 27th, at 9.00 a.m. Scouts Coy.  
Musketry Part I. Trained men on King's  
Park Range.

### DETAILS.

As detailed in Orders of 11th instant.

## HONGKONG POLICE RESERVE.

### NO. 3 COMPANY.

No. 3 Company will parade under the  
O.C. Company at Queen's Statue at 8.30  
a.m. on Saturday, August 19th Uniform,  
Caps and Rifles.

### TRAFFIC REGULATION.

The Mounted and Motor Patrols, the  
Staff, Inspectors and Sergeants will  
attend the Traffic Lecture at 6.30 p.m.  
on Monday, August 20th.

R. O. JENKIN,  
D.S.P. (R.)



## NOTICE.

ANY EUROPEAN, NON-ASIATIC or  
INDIAN, desiring to leave the  
Colony should apply in writing for per-  
mission to do so to the Captain Super-  
intendent of Traffic, at least 48 hours  
before the intended hour of departure,  
giving name, nationality, age, sex, height  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel, or the name of the train by which  
the applicant wishes to leave. Applicants  
should apply in person for their tickets at  
the Central Police Station between the  
hours of 9 a.m. to 5 p.m. and 5 p.m. to  
9 p.m. daily.

## BUSINESS NOTICES.

### STEAM OR MOTOR VESSELS

8,000 Tons, 8,000 Horse Power now Built.  
Steel Building Work of every Description.

Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destination.

INJECTORS AND STEAM PUMPS.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY

DRINK  
*Pyer's*  
AND LEARN HOW TO  
SMILE  
*Pyer's*  
PURE AND REFRESHING  
A.S. Watson & Co. Ltd.  
Hong Kong

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IMPORTERS, EXPORTERS & GENERAL AGENTS.

10 Queen's Road Central.

DEALING in American Hardware, Tools, Machinery, Paint and Oil.  
Lamps, Window glass, Building materials, Railroad and Ships  
Supplies, etc., etc.

PRICES MODERATE.

Telephone 2143.

Hongkong, July 25, 1916.

## PEAK TRAMWAYS COMPANY, LIMITED.

### TIME TABLE.

#### WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.

#### NIGHT CASE.

8.30 p.m. and 9 p.m., 9.30 p.m. to 11.00  
p.m., every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of  
an hour.

#### SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12 Noon Every 15 minutes.  
12 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

### NIGHT CARS on Week Days.

#### SATURDAY.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
Des Voeux Road Central.

Season and group tickets available for  
all cars not already full running at the  
time stated in the Company's time tables,  
but not for special cars, can be obtained  
on application at the Company's Office.  
No Season Ticket will be issued until  
payment therefor has been made in Bank  
Notes or by Cheque or Comptroller's order  
representing Bank Notes.

JOHN D. HUMPHREYS & SONS  
General Managers.

## KING EDWARD HOTEL.

### Central Location

At Electric Tramway Station, Entrance,  
Electric Lifts, Fane and Lighting,  
European Baths and Sanitary Fittings,  
Hot and Cold Water System throughout.

### Best of Food and Service.

Telephone 373.

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"VICTORIA." J. WITHELL,  
Manager.

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IN WHICH ARE VESTED THE SHARES OF  
THE OCEAN MARINE INSURANCE  
COMPANY, LTD.,

and  
THE RAILWAY PASSENGERS'  
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914,  
£23,970,307.

—Authorized Capital £5,000,000

Subscribed Capital £24,500,000

Paid-up Capital £23,437,500

II—Vires Funds..... 3,827,047

III—Life & Annuity Funds... 17,567,590

Sinking Fund Account..... 123,230

£23,970,307

Revenue Fire Branch..... £2,811,458

Life and Annuity Branches..... 9,141,593

Revenue Marine Department... 537,239

Other Receipts..... 478,940

£23,970,307

The Accumulative Funds of this various  
Branches are separately invested, and, by  
Act of Parliament, are set aside to meet  
the claims of the respective Depart-  
ments of the Company's Business.

SHEWAN TOMES & CO.  
Agents.

## BUSINESS NOTICES.

### SHIPBUILDERS, SALVORS, REPAIRERS

Forgemasters, Brass and Iron Founders

BOILER MAKERS ELECTRICAL & MECHANICAL

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Electric Welding Systems.

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78' x 88' x 34' 6"

Patent Slipways

taking vessels up to 3,000 Tons.

### ELECTRIC CRANES

lifting up to 100 Tons.

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Light Draft Carriers, Gunboats, Speedy Launches, Harbour Craft

Houseboats and Pleasure Craft of every description.

Motor Pumping and Lighting Sets, Motor Vehicles &c.

THE TAIKOO DOCKYARD AND ENGINEERING COMPANY OF

HONGKONG LIMITED.

BUTTERFIELD & SWIRE, Hongkong, China and Japan Agents.

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## MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

50 cts. \$1.00 \$2.50 per bottle.

PREPARED ONLY BY

THE VICTORIA DISPENSARY.

TELEPHONE 298

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1853

MANUFACTURERS OF

## PURE Manila ROPE

STRAND  
1/2" to 15"

CABLE LAY  
5" to 15"

4 STRAND  
3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

## THE HONGKONG HOTEL

### GRILL ROOM

J. H. TAGGART,

MANAGER.

## PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Townway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILIES' RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine. Lounge, Smoking, and Billiard

rooms. Roof Garden.

Terms—From \$5 per day. Mr. J. H. TAGGART, Manager.

## BUSINESS NOTICES.

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## Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan Tomes & Co.

GENERAL MANAGERS

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 18th AUGUST.

8 A.M. 'HEUNGSHAN' TO P.M. 'KINSHAN'

8 A.M. 'HONAN' TO P.M. 'KINSHAN'

SATURDAY, 19th AUGUST.

8 A.M. 'HONAN' TO P.M. 'KINSHAN'

10 P.M. 'HEUNGSHAN' TO P.M. 'KINSHAN'

Single Fare by Night Steamer..... \$ 6.00

Return Fare by Night (available also for Return by day Steamer) 11.00

Single Fare by Day Steamer..... 5.00

Return Fare by Day Steamer..... 9.00

### HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2000. S.S. 'SOI TAI' Tons 1801.

### HONGKONG TO MACAO.

Week days at 9 p.m. from the Company's Wharf, Street Wharf, Sundays,  
at 1 p.m. from the Company's Wharf, Street Wharf.

### MACAO TO HONGKONG.

Daily at 7.30 a.m.

### EXCURSION TO MACAO.

### CANTON-MACAO LINE.

S.S. 'SUHAN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. 'SAINAN', 638 Tons, and S.S. 'NANSHING', 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the

same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and

'SARUL'. These vessels have superior Cabin accommodation and are lighted

throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Star Hotel),

Opposite the Race Pic.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any craft  
of 200 feet long.

Town Office, 43, Cross Street, Road Central, Hongkong. Telephone No. 459.

Shipyard, Sham-Sui-Po, Kowloon, Hongkong. Telephone No. R. 2.

Estimates furnished on application.

WONG FING WA, Manager.

Hongkong, April 1, 1912.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE  
BRITISH MADE



BOURNVILLE COCOA represents the  
highest grade of nutritive cocoa preparation  
on the market; it fully maintains its high repu-  
tation in food value and delicacy of flavor, and  
is the most perfect in accordance with every respect whatever.

Medical Magazine, March, 1912

## CADBURY'S CHOCOLATES

In Tins and Fancy Boxes  
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENGLAND.



## INTIMATIONS

THE HONGKONG ROPE MANUFACTURING CO., LTD.

A N INTERIM DIVIDEND OF ONE DOLLAR (\$1.) per share for the six months ending 30th June, 1916, will be payable on MONDAY, the 22nd August, 1916, on which date Dividend Warrants may be obtained at the Company's Office.

SHAW, TOMES & CO.  
General Managers  
Hongkong, August 16, 1916.

HONGKONG & SHANGHAI BANKING CORPORATION.

## NOTICE

THE DIVIDEND DECLARED for the Half Year ending 30th June, 1916, at the rate of Two Pounds three shillings Sterling per share, is PAYABLE on and after MONDAY, the 14th day of August, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors,  
N. J. STARR,  
Chief Manager.  
Hongkong, Aug. 12, 1916.

## NEW

## "REGAL" RECORDS.

## REGIMENTAL MARCH-PASTS OF THE

BRITISH ARMY.  
CALL AND HEAR THEM AT

THE ANDERSON MUSIC CO., LTD.  
6, Des Vaux Road. TEL. 1322.

## SILIMPOPON (SEBATHIK) COAL.

THE undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATHIK or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATHIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Siboko Bay (Sebatik Harbour) and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,  
Agents COWIE Harbour Coal Company, Limited.  
Hongkong, Dec. 2, 1915.

## JAPANESE MAKERS

Every kind of Footwear  
**MADE TO ORDER**



CHERRY & CO.,  
PEDDER STREET,  
Opposite Hongkong Hotel  
Telephone No. 411  
Hongkong, March 20, 1914.

## "OVERLAND CHINA MAIL"

THE WEEKLY EDITION OF THE "CHINA MAIL"

CONTAINS ALL THE NEWS OF THE WEEK

PRICE 25 CTS (Cash) per copy

## INTIMATIONS

## WANTED.

AT once ONE or TWO LARGE HOUSES, lower hill district or preferred.  
Apply to—  
MITSUI BUSSAN KAISHA, Ltd.  
Hongkong, Aug. 14, 1916.

## ORGAN RECITAL

St. John's Cathedral.

MONDAY, Next  
At 9:15 P.M.

## Vocalist:

Mrs. W. T. HILL.

## FOR SALE.

MOTOR CAR and MOTOR CYCLE  
Tires  
"Firestone" and "Kelly-Springfield."

## ALL SIZES

Copper Quick Belting  
from 1 inch to 20 inches.

KWONG WING TAI,  
84 Wing Lok Street,  
Hongkong, Aug. 7, 1916.

## DAIRY FARM NEWS.

NOTHING CAN EXCEL  
OUR  
DAISY BRAND  
BUTTER.

IT IS ABSOLUTELY THE BEST  
NEW ZEALAND TABLE BUTTER.

Sole Agents  
THE DAIRY FARM CO., LTD.

## PATELL &amp; CO.

Importers-Exporters

Commission Agents  
HONGKONG.

## Branches:—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA.

China:—

HANKOW.

SHANGHAI.

CANTON.

## FRENCH LESSONS

## G. MOUSSON.

15, Morrison Hill Road.

## TANG YUK, Dentist, successor to

the late SIEN TING.

14, D'ARQUER STREET.

TERMS VERY MODERATE

Consultation free.

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## "CAPSTAN"

NAVY CUT CIGARETTES  
are the Acme of Perfection

They are made from the finest quality Virginia  
Tobacco, and are sold in two strengths,  
Mild and Medium.



THE CIGARETTE FOR  
THE CONNOISSEUR

SOLD BY ALL LEADING  
TOBACCONISTS

CLAIM FOR SHIP  
TORPEDOED BY A GERMAN  
SUBMARINE.

## AN INTERESTING CASE.

In a suit heard in London before Mr. Justice Rowlatt, the Leyland Line sought to recover from the Norwich Union Insurance Company the sum of £2,425 on a policy of marine insurance issued by the defendants with reference to a ship belonging to the plaintiffs.

Mr. Leslie Scott, K.C., and Mr. Raeburn appeared for the plaintiffs; and Mr. Roche, K.C., and Mr. R. A. Wright for the defendants.

The policy was dated June 8th, 1914, and was for 12 months from May 24th, 1914. It was made subject, inter alia, to the "Institute Time Clauses," one of which was as follows:—  
"Warranted free of capture, seizure, and detention and the consequences thereof, or any attempt thereat, piracy, or any other cause, or from all consequences of warlike operations whether before or after declaration of war."

The ship, the subject of the policy, was the Ikaria, which in January, 1915, was under charter to the Royal Mail Steamship Company and was bringing a cargo from Brazil to Havre and London. On January 30th, when she was in the Channel, about 25 miles from Havre, she stopped to pick up a pilot, and was there torpedoed by a German submarine. The torpedo struck near the bow and caused an explosion. The captain and crew launched the boats and rowed away, expecting the ship to sink; but the bulkhead held, and the vessel, after settling down considerably by the bow, remained afloat. As the weather was calm the captain took his men on board again, and by the help of a tug they brought the Ikaria alongside a quay at Havre. She was kept there for some hours and discharged 50 tons of cargo; but the wind rose and she began to bump against the quay. The harbour authorities feared that she would sink alongside, and they wanted the quay for Red Cross purposes, so they ordered her to be taken out and moored in the outer harbour. This was done, but at her new anchorage she met with bad weather on February 2nd, and owing to the fact that she grounded at low tide her bulkheads and plates were strained and gave way and she became a total loss.

On these facts Mr. Scott said the question was whether the Ikaria was lost by perils of the sea or by war perils. He submitted that when she was brought alongside the quay at Havre she was in safety, and so far as the torpedoing was concerned the risk was over. The real reason for the loss of the ship which eventually took place was the grounding at the new anchorage, and that was an ordinary peril of the sea for which the defendants should be liable under the policy.

Evidence was then called on behalf of the plaintiffs. In addition to the strain on the bulkheads caused by the pressure of water there was an internal bursting strain caused by the swelling of the cargo when it got wet. The grounding of one end of the ship while the other end was still waterborne made the whole structure buckle. But for the grounding the ship might have been saved.

## TO CURE HEADACHES.

Constipation and Headaches go hand in hand. Remove the cause with a little dose of

PINKETTES

and then your blood, bowels, and liver will be in good health. Ill-smelling breath will disappear.

Of all chemists, or sent free 30 cents the postal form Dr. Williams' Medicine Co., 64 Bechen Road, Shanghai.

At the close of the plaintiff's case Mr. Roche, on behalf of the defendants, submitted that the true effect of this policy was that it was an insurance against marine perils provided that they were not brought about by certain particular causes, namely, acts of war. If the perils were so brought about the policy would not cover them. On the evidence it was clear that the Ikaria never really got into safety at Havre. He submitted that the onus of proof was really on the plaintiffs to show that the loss would have occurred if there had been no damage caused by an act of hostility. The train of causation from the act of hostility to the loss was unbroken.

Mr. Wright submitted that there were here co-operating causes, one within and one without the policy, and the underwriter who had excluded one of the causes was not liable.

Mr. Scott, in reply, contended that the torpedoing was not the proximate cause of the loss. If touching the ground contributed to the final loss, the chain of causation was broken.

## JUDGMENT.

Mr. Justice Rowlatt, having stated the facts, said that he thought that when the ship got to the quay she would have been in safety if she could have stayed there; a place was not a place of safety unless it could be occupied long enough. But she was not allowed to stay there, and was ultimately lost, through two combined causes—the weakness of the bulkheads and the grounding of the ship. Prima facie the ship was lost by a peril of the sea, and the question was whether the loss was caused by the explosion of the torpedo. He was pressed with the case of *Pink v. Fleming*, but in that case an entirely new casualty supervened, as a consequence of the collision, it might be, and it was held that the collision was not the proximate cause. The cases of *Reischer v. Borwick* and *Louise v. Universal Marine Association* were much nearer the present case. It seemed to him that this was a case where every effort was being made to take the ship to a place of safety after she had been torpedoed, but without success. Mr. Scott contended that the removing from the quay to the intervening new casualty causing the damage. There were circumstances which thwarted the attempt to save the ship, but they did not constitute a new casualty. The vessel found a berth, but could not stay there. All through she was under the operation of the torpedoing. Therefore, he thought, the exception clause applied, and there must be judgment for the defendants.

## TALK IN THE TRENCHES.

When this morning's war goes to finish? asked one North-country lad.

Dunno, replied one of the Southsides. We've planted some daffodils in front of our trench.

Giddy optimists! snorted the man from the North. We've planted acorns.

## LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative power is decreasing.

WATERBURY'S METABOLIZED COPPER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Prices: \$1.25 and \$2.50

## INTIMATIONS



## YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.



HONGKONG & MANILA

## MITSUBISHI CUSHI KWAISHA (Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE,

KISHIDAKE, YOSHINOTANI,

HOJO, NAKAZUTA, SATO, KANADA,

SHINNEW, KAMAYAMA, BIBAI

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DOCK NO. 4	180	35	18	6300	
DOCK NO. 5	200	40	20	8000	
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### THE DIARY.

#### MEMO. FOR TO-DAY.

9.15 p.m.—The Palace, Kowloon.

#### MEMO. FOR TO-MORROW.

11 a.m.—Auction of Pipes, Pumps, and Propellers etc. ex. "Chiyo Maru" at Kowloon Godowns.

#### General Memoranda.

SUNDAY, August 20 —

9 a.m.—Excursion to Macao by S.S. "Taishan".

MONDAY, August 21 —

11 a.m.—Auction of Household Furniture at No. 2, Ormsby Terrace, Kowloon.

3 p.m.—Auction of Crown Land at Public Works Department.

9.15 p.m.—Organ Recital at St. John's Cathedral.

TUESDAY, August 22 —

10.30 a.m.—Auction of Fittings and Furniture at Gump & Co's premises, Alexandra Buildings.

WEDNESDAY, August 23 —

2.30 p.m.—Auction of Furniture, Bicycles, Typewriters, etc., at Messrs. Hughes and Hough's.

THURSDAY, August 24 —

Hongkong Stock Exchange Settlement Day.

2.30 p.m.—Auction of Sporting Guns and Rifle and Sporting Ammunition at Messrs. Hughes and Hough's.

## THIS WEEK'S "OVERLAND CHINA MAIL"

Contents include —  
Chinese Affairs  
Correspondence  
Leading Articles  
Commercial News  
Cases in the Courts  
Hongkong Local News  
The Epidemic at Macao  
The Trouble around Canton  
The Shanghai Opium Scandal  
Hongkong Hotel Co's Meeting  
Opening of China's Parliament  
Moxon and Taylor's Share Quotations  
etc., etc., etc.

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### NEWS OF THE DAY.

#### LOCAL AND GENERAL.

The Hon. Mr. P. H. Holyoak left by the Shinyo Maru on a trip to Canada, whither his wife and daughters preceded him a few weeks ago.

A Peking telegram says that Mr. Tang Shao Yi has declined to go to the Capital and has recommended either Wan Chun Yin or Ngai Shun Tse for his stead.

Japan papers report the engagement of H.I.H. Princess Masako, eldest daughter of H.I.H. Prince Nashimoto, to H.I.H. Prince Kon, the heir of the former King of Korea.

All efforts to save the P. and O. steamer *Nile*, sunk in the Inland Sea, have failed, and the Mitsui Bishi Company, which is said to have spent upwards of a million yen in the attempt has now definitely abandoned the enterprise.

It is a significant item of news that the Canton-Hankow Railway Co. Ltd. has secured a loan from the Bank of Taiwan, Ltd., and that the land and station buildings at Wong Sha (the centre of the recent fighting) have been mortgaged to the Bank as security. We understand the loan is for one million dollars. Efforts had been made for more than a year past to raise the money in other quarters but without success.

#### DEATH.

MACAUAY.—On the 16th August, 1918, Mrs. T. B. MACAUAY, Honorary President of the "Sunbeam Patriotic Club," wife of Mr. T. B. MACAUAY, F.L.A., F.A.S., President, and Managing Director of the Sun Life Assurance Coy. of Canada, (by telegram from Montreal, Canada).

### The China Mail.

HONGKONG, FRIDAY, August 18, 1918.

#### PENALTIES FOR CRIME.

THE announcement made by Mr. ASQUITH in the House of Commons that the British Government is determined not to tolerate the resumption of "diplomatic intercourse with Germany after the war till reparation has been made for the murder of Captain FRAYT is a declaration second only in importance to the Prime Minister's famous declaration of the fundamental basis of peace which he made on November 9th, 1914, and repeated with added emphasis on November 9th, 1915: "We shall never sheathe the sword," he said, "until Belgium—and I will add Serbia—recover, and in full measure, all and more than they have sacrificed; until France is adequately secured against aggression; until the rights of the small nations of Europe are based upon an unassailable foundation, and until the military domination of Prussia is wholly and finally destroyed." If all these objects are achieved it will not be difficult to exact, if Germany does not offer, reparation for a crime which has been universally condemned. Meanwhile, nothing seems more likely to drive into the darkened mind of the "cultured" German a glimmering of the naked criminality of the FRAYT outrage than the announcement of the British Government's determination not to tolerate a resumption of diplomatic intercourse until reparation has been made. Mr. ASQUITH's statement goes even further than this. He reminds us that some of the Allies have "suffered grosser and more extended brutalities than ourselves at the hands of the Germans. This is perfectly true, though the British subject who has a vivid recollection of the appalling *Lutetia* horror and many similar acts of savagery against non-combatant men, women and children, and who bears in mind the appalling evidence taken by the Bryce Commission, can hardly realise that there are even grosser and more extended brutalities than all these on record against a people constantly bragging of the superiority of their national culture over that of every other race. Mr. ASQUITH has made it known that the Allies are now considering the most effective steps to be taken and what conditions should be exacted in the peace terms in order to secure reparation "satisfying justice." If the reparation exacted should fail to satisfy justice, it will at least go some way towards it and brand the German Kultur of the age for all time with the stigma of criminal lawlessness. Now that Germany is beginning to realise the strength that lies behind these declarations, it may not be too much to hope that Mr. ASQUITH's announcement will serve to inspire in responsible German officers a little more respect in the future course of the war for the accepted canons of civilisation.

### THE LAW COURTS.

#### CUSTOM AMONG SOLICITORS.

There was some legal bantering in the Summary Court this morning. Mr. Mattingley, for a plaintiff, claimed that he had given Mr. Hind, for the other side, inspection of all his documents and Mr. Hind said he had none, although the plaintiff said he had. Mr. Mattingley therefore asked for an affidavit.

Mr. Hind said each side was ordered to file an affidavit, but plaintiff had not filed one and until they had done so he would not do so.

The Chief Justice appealed to Mr. Grist as to custom who said that where a solicitor gave an assurance that he had no documents his word was taken.

Mr. Hind said he could not give an inspection of what he had not got, but he was prepared to consent to an affidavit.

Mr. Mattingley was satisfied.

#### ACTIONS AGAINST A SOLICITOR.

The hearing of two claims against Mr. R. C. Faithful, solicitor of Hongkong, in which the plaintiffs are Chinese has been fixed for the 30th inst.

Mr. Gardiner for defendant said a statement of defence would be filed to-day.

Mutual discovery was ordered; Mr. Hind observing that the cases would last sometime.

### THE JAPANESE WARSHIP AT CANTON.

#### PROTEST BY CHINESE GOVERNMENT.

The *Japan Chronicle* says it is stated that the Chinese Government has made an unofficial protest to the Japanese *Chargé d'Affaires* at Peking against the dispatch and stationing of a Japanese warship at Canton, as a violation of China's neutrality inasmuch as Japan is a belligerent in the world-war. It is understood that the Japanese Government will explain to China that the dispatch of the *Soga* was necessitated by the danger to Japanese lives and property caused by the riots that have broken out in Canton, and it is expected that China will be induced to agree to Japan's measure.

#### ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Change of water, diet, and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering, and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

### THE MAGISTRACY.

#### "OATMEAL AND RAISINS."

Concealed in a pocket of Scotch oatmeal on board the s.s. *Tyondara* a Chinese passenger had a revolver and in 44 pockets of apparently wholesome oatmeal raisins was 200 rounds of new ammunition.

The passenger was arrested and brought before Mr. Hazeland this morning and fined \$500.

#### AN UNDESIRABLE.

A banished returned before the expiration of his time and known to the Police as a leader of a gang of thieves, and a harbinger of kidnapped children, was ordered to undergo six months' imprisonment for turning up again in the Colony.

#### A POLICE DESERTER.

A Chinese constable was charged with desertion at the Police Court this morning. It was stated he had signed on for five years and deserted on July 22, 1916. His excuse was that he had been suspended from duty and thought he was no longer required.

### CORRESPONDENCE.

#### CHOLERA AT MACAO.

To the Editor of the "CHINA MAIL."

Sir,—I feel it incumbent on me to elucidate for you certain points raised in your editorial of last night dealing with the cholera outbreak at Macao.

I received two telegrams from His Excellency the Governor of Macao on the 16th instant. The first one reached me just in time to enable me to secure its publication the next day by your morning contemporaries. The second one, containing the information conveyed to you in my letter of yesterday, was delivered late, after office hours, and I could only act on it the next day. Hence the discrepancy commented upon by you.

You seem to have taken umbrage at the use of the word "false" by His Excellency, the Governor of Macao. As His Excellency does not deny the outbreak of cholera, it follows that the word "false" can only refer to the number of cases reported as occurring daily at Macao. That being so, it is not to be wondered at that His Excellency, who better than anybody else should know the exact number of cases and deaths, should have characterized the news as "false." There is a wide difference between 14 deaths in 16 days and 50 to 60 deaths or cases daily, and these exaggerated reports had to be contradicted, especially as it became apparent to His Excellency that the people in Hongkong were becoming extremely apprehensive, in consequence of the unchecked dissemination of the same.

Your authority for doubting the accuracy of the figures given by His Excellency is apparently the information you have obtained from Chinese sources, for you state that "the Governor says there have been but 14 deaths or cases while Chinese reports state that there have been 50 or 60 cases a day." Seeing that further on you yourself cast a doubt upon the veracity of such information by saying that "if we may credit Chinese reports," nothing further need be said on the matter except that, in the absence of proof to the contrary, His Excellency's official statement must stand.—I have the honour to be, Sir,

Your obedient servant,  
E. V. M. R. DE SOUSA,  
Acting Consul for Portugal.  
Hongkong, 18th August, 1918.

### GUARDING THE PUBLIC HEALTH.

(To the Editor of the "CHINA MAIL.")

Sir,—Owing to the serious outbreak of cholera at Macao I am glad to see that the Hongkong Government has so quickly issued the quarantine regulations and proclamation prohibiting the immigration or importation into the Colony of Chinese from such port or place for such time etc. I beg to point out that the people living at Macao are fleeing to Canton every day and no doubt some of them transship from there to Hongkong, as Canton is now the so-called war area. To protect the health of the residents of the Colony I hope the Hongkong Government will immediately issue some regulation that will apply to the port of Canton.

Yours faithfully,  
RESIDENT.

### THE CANTON SITUATION.

#### ARMIES CEASE FIGHTING ON THE EAST SIDE.

The threat of the Central Government to send troops to quell the disturbances in Kwangtung has had the effect of stopping the squabble—at least for the time being.

Governor-General Lung's memorial to the Government makes it apparent that the question of his evacuation cannot be decided upon until the Central Government has found some solution to the problem of disbanding his men. His communication on his subject with Peking has been favourably reviewed by the rebel party which awaits the decision of the Peking with much earnestness.

Chan Kwing Ming and his rebel underlings are still causing a deal of trouble in the Tung Kun and Po On districts and exchanges continue daily.

Lung means business and has sent reinforcements against the rebels over whom he has now got the upper hand. The City of Canton shows a big improvement. Work is being resumed and tradesmen have commenced to reopen their shops.

It is stated in a Shanghai telegram to the *Wah Tat* that the Government intend to appoint Tum Hu Ming Assistant Director-General of Military Affairs in Kwangtung.

#### ANOTHER "NAVAL ENGAGEMENT."

#### EUROPEAN MOTOR BOAT BETWEEN THE LINES.

The fighting between the "navies" of Lung and Shum is really more absurd than the engagements on land. Each General has about half a dozen boats and the largest could easily be stowed down the funnel of a modern dreadnought. The fleets have met and given battle on a dozen or more occasions and so far the losses consist of one sunken armoured launch, which was attached to the rebel force.

During one of the recent engagements a motor boat which had gone out from Shameen for a cruise got right in between the firing ships. Shells from both sides splashed into the water anything up to half a mile from the target. For an hour the battle raged, the vessels not being more than two miles away, and the number of hits on either side was nil. Of course the vessels were continually moving their positions but throughout the fight there seemed to be a mutual desire not to hurt anyone. On each bank of the river were opposing armies. Shum's men could not have been more than 200 feet away from Lung's boats at one time. They could—providing their marksmanship was reliable—have easily picked off the signallers and machine gun crew in the crow's nest, but they, like their enemies on the opposite bank 500 yards distant, were content to sit on their haunches and watch the spectacular display by the navies on the river. The soldiers seemed to say "No blong" my pidgin.

#### THE FAN-TAN MONOPOLY AT MACAO.

Tenders were opened at Macao yesterday for the fan-tan monopoly at the Colony from 1st July, 1917, to June 30th, 1922. Eleven offers were received, the following being the principal:

Chau-peng and Vong	
nam	\$1,288,660
Lam-lui	1,266,868
Lam-yung	1,218,000
Vong-chiu	1,218,200
Ung-seng	1,173,000
Ho-kai	936,000
Vong-ven	923,000
Vong-long	872,500

The present holders of the monopoly are paying \$608,000 per annum.

#### CLOSING SHARE QUOTATIONS.

Banks	330 p.m.
Docks	127 b.
Sugars	111 b.
Wheat	113 b.
Def. Indos	128 b.
Trans	750 b.
Star Ferries	86 b.
Rwos	114 b.

#### KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy should always be on hand. For sale by all Chemists and Storekeepers.

### WAR CHARITIES.

#### SUBSCRIPTION LIST No. 1.

Mr. N. S. Marshall	100
Messrs. Mason & Taylor	100
Mr. R. Chapman	50
Hongkong Gymkhana Club	193.50
Children of the Kowloon	
British School	29.40
Ship's Company, s.s. "Kaitong"	60
Messrs. V. B. Loxley & Co.	2000
Messrs. Jardine, Matheson & Co. Ltd.	1000
Mr. E. J. Sharples	1000
Proceeds Sale of Books	68
Kowloon Cricket Club Golf Section, Entrance fees Empire Day Competition	40
Staff—Messrs. A. S. Watson & Co. Ltd. (monthly sub.)	49
Osagar Singh (monthly sub.)	5
Staff—Messrs. Lane, Crawford & Co. (monthly sub.)	138
P. H. T. Young	20
Mr. R. F. C. Hodgland	30
Proceeds from League Tennis Matches held on the Hongkong Cricket Ground on 29th July	35.40
Anonymous	6
Mr. A. Young	100
Collected by Ho Fook and Fo Kom Tong	
Mr. Li Po Lung	100
Mr. Ho Ping Woon	100
Mr. Lau Shau Shan Tong	100
Mr. Lau Lim Young	50
Mr. R. P. Young	25
Mr. Wong Hung Kee	10
Mr. Yee Lee Cheung	10
Mr. Li Tai Tsin	10
Mr. Mee Wo	5
Our Little Bit Society (monthly subscription)	465
Messrs. Whiteway, Laidlaw & Co.	50
Mr. N. B. Patell	50
Mr. N. B. Karapina	50
Collection at Union Church on 4th August	437
Collected at the Ohel Leah Synagogue on 4th August	200
Mr. P. J. Woodhouse	200
Mr. R. S. Ellery	28
Chief Writer Kilt	28
Mr. Liang Shi Yi	1,000
Office at War Anniversary service on 4th August at St. John's Cathedral	300.48
Mr. Li Shun Fam	100
Mr. W. C. Chan Wan	100
Mr. Ma Luk Shan	10
Messrs. Nam Hing Loong Lan	15
Hop Hing Loong Lan	15
Kwong Hing Loong Lan	15
Wing On Loong Lan	15
Kwong Cheung Hing	15
Wing Sang Loong Lan	15
Fuk Cheung Hing Lan	15
Wing Tai Loong Lan	15
Man Fuk Shing	10
Tai Fong	10
Kwan Chan	10
Po Yuen Hing	10
Po Sang Cheung	10
Kwong Tai Sang	10
Kung Foon Chan	10
Kam Man Cheung	10
Shui On Cheung	10
Pak Wo Tong	10
Kung Shun Cheung	10
Wai On Hong	10
Mr. W. G. Lay (monthly sub.)	20
T. Carr Ramsey	5
P. D. Blaecker	10
S. Barker	10
F. H. Fisher	5
T. J. Edwards	10
W. Howard	5
No. 348	192
354	195
Monthly subscriptions	\$ 7,987.73
	2,467.00
	\$ 10,454.73
Already acknowledged	130,415.77
	140,870.50
Less amount allocated and earmarked, subscriptions remitted and local payments	126,535.89
Balance in hand	\$ 23,334.61

N. J. STARR,  
Hon. Treasurer.

Hongkong, 17th Aug. 1918.

#### THE INDUSTRIAL BOOM IN JAPAN.

The returns for the month of July bring the promotion result for the past seven months to \$29,927,000 yen; of which amount \$6,075,000 yen went for the promotion of new undertakings, while \$20,852,000 yen was raised for the extension of old enterprises. This total result presents an increase by 148,976,500 yen over the same period of last year.

Among the new concerns promoted are the Tokushima Cotton Spinning Company, the Ito Mining Company, the Japan Tale Company, the Chosen Forelaine Company, and the Russo-Japanese Trading Company.

#### THE SUNBEAM PATRIOTIC CLUB.

In connection with the announcement in another column of the death of Mrs. T. B. Macaulay, Honorary President of the "Sunbeam Patriotic Club," it may be explained that this is a Club formed of the ladies of the Head Office Staff of the Sun Life Assurance Company, of Canada for sewing and knitting for the soldiers and sailors in the fighting theatres. *Sunbeam*, the little magazine published in the interests of the policy holders of this Company, gives a list of the Club's output since the outbreak of the war and remarks: "The members of the 'Sunbeam Patriotic Club' have demonstrated the capacity of the twentieth century woman for efficiency and continuity of effort. Promptly organized, as they were, at the very outbreak of hostilities, one might easily have thought that long ere this the ladies of the Club would have tired of their self-appointed task. But not so. Quietly, but none the less steadily, the Club and its friends have worked through all the past twenty months with results that are very surprising and creditable indeed."

#### A MASTER REMEDY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is a master remedy for all intestinal pains. One dose relieves, a second dose is rarely necessary to effect a cure. For sale by all Chemists and Storekeepers.

### THE PROPOSED AMERICAN LOAN TO CHINA.

#### ANNOUNCEMENT BY U.S. STATE DEPARTMENT.

#### CHINA'S URGENT BUT FRUITLESS APPEAL FOR FUNDS.

New York, Aug. 4.  
The following telegram is taken from the *Japan Chronicle*—

The State Department has cabled the U.S. Legation in Peking giving notice that it has been unable to arrange the loan asked for by the Chinese Government.

The message states that while the American bankers, who were in the original Six-Power Group, refused to make a loan to China, the State Department continued its efforts to place the issue elsewhere and communicated with other American bankers, who, however, felt it would be unwise to invest in more foreign securities just now, while the prospects of floating an additional loan were not good.

China offered to issue bonds to American bankers at 83, and the latter were to place them on the market at 97. Outside of other considerations, the bankers felt that in view of the lack of sufficient guarantees of payment, the price suggested was not attractive.

The amount sought by China, continues the State Department, was \$30,000,000 of which five millions was to be advanced immediately. One million had been already furnished when China asked for another instalment of five millions. The bankers then consulted the Administration, feeling an obligation to bring the other bankers of the Six-Power Group into the arrangement.

The Peking Government urged that the money was badly needed to meet the ordinary expenses of administration, and when it was made evident to China that it would be difficult to obtain four millions, China asked the State Department to make an effort to get two million dollars immediately. The underlying attitude of the bankers has been their apparent fear that the action of the Administration in March, 1913, in refusing to be a party to the guarantee when the American bankers contemplated participating in the Six-Power Group, would continue to be applied to this additional loan even when arranged at the instance of the State Department.

The bankers consequently insisted that the Administration should issue a statement consenting to their participation in this new loan, but this the U.S. Government has refused to do.

As the matter now stands, negotiations are at a standstill, indicating the total failure of the proposed loan.

#### THE "DEUTSCHLAND" CARGO SPACE.

The New York *Herald* published a sketch of the German super-submarine *Deutschland*, and in the following issue under other references to the ship, it had the following:

One naval constructor at the New York Navy Yard said to a "Herald" reporter that when he was informed that the *Deutschland* carried a cargo of 750 tons he regarded it as a great exaggeration. He said further that when he glanced over the details of the construction of the super-submarine as published by the "Herald" and studied the sketch accompanying it, he was convinced that it was a physical impossibility for a vessel built on the lines of the *Deutschland* to carry more than one hundred tons of cargo. "The freight space of any submarine of the type of the *Deutschland* is quite restricted," said this authority. "This is largely confined to the space ordinarily occupied by torpedo tubes, arms and ammunition and the like. A torpedo weighs about two thousand pounds and there are eight generally carried by a war submarine. These torpedoes, if displaced by freight, would make room for about eight tons of closely packed material. Ammunition and the like carried by submarines weighs about seven tons, making a total of fifteen tons for these two items."

"Granting that a submarine engaged in carrying freight is larger than the submarine of ordinary type, there will, of course, be a corresponding larger space for freight-carrying purposes. But even so, heavier engines must be employed and these will require larger space. Granting that an additional carrying space to accommodate fifty tons of cargo is provided, then you have a total space capable of accommodating a cargo of about seventy-five tons."

"Naturally the aim of a submarine devoted to merchant uses is to carry as much freight as is consistent with safety in submergence. It will not do for a submarine carrying hundreds of tons of freight to submerge too deeply for the slightest defect in the machinery would doom the vessel and the men manning it to certain destruction. Even if this *Deutschland* had carried one hundred tons of freight, rather than seven hundred and fifty tons as is reported, the achievement in crossing the Atlantic would have been no less great."

The British Embassy at Tokio has received a telegram from Viscount Grey stating that iron bars, rods, plates and sheets for ordinary industrial purposes may be exported to Japan without licence.

Justice Horridge recently gave expression to an opinion which might well be taken to heart in the Far East, when he said: "I have not much sympathy with people who give too long credit; they manufacture debts."

#### A MASTER REMEDY.



# THE WAR.

## LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

### THE WESTERN OFFENSIVE.

#### BRITISH LINE ADVANCED.

LONDON, Aug. 17.  
General Sir Douglas Haig reports: Our line has been advanced to the west and south-west of Guillemont.

#### FRENCH ORGANISE CAPTURED POSITIONS.

PARIS, Aug. 17.  
A communiqué says:—  
The enemy did not attempt to counter-attack in the Somme region. We are organising the positions won. There is violent artillery activity north of Maurepas and in the sector of Belloy-en-Santerre but calm prevails elsewhere.

### AFRICAN OPERATIONS.

#### CONTINUED PROGRESS.

LONDON, Aug. 17.  
General Smuts reports:—  
Our troops are closing in on the Central Railway in the vicinity of Kilosa, from the north and the west, while our Naval forces have occupied the important Arab town of Dugemboja capturing a Naval Gun.

### THE ITALIAN FRONT.

ROME, Aug. 17.  
Today's official statement says there have been artillery actions, unmarked by any special features.

### VENICE AGAIN BOMBED.

Hostile seaplanes bombed Venice and Grado Lagoon last night. The damage was slight and there were no casualties.

### BRITISH ACTION AGAINST SWEDEN.

#### EXPORTS PROHIBITED EXCEPT UNDER STRINGENT LICENCE.

LONDON, Aug. 17.  
Reuter's Agency announces that the Government has decided to prohibit all exports to Sweden except under most stringent licence.

LATER.  
The reason for the prohibition of exports to Sweden is that a new Swedish law prohibits importers giving any information regarding the ultimate destination of imports which information is essential under the British Customs (War Powers) Act.

### ITALIAN ASPIRATIONS.

ROME, Aug. 17.  
Signor Boselli, Minister of Finance, in the course of a speech said they must secure Italian aspirations by definite conquest and must closely maintain their agreements with the Allies.

### THE LIFE OF THE BRITISH PARLIAMENT.

LONDON, Aug. 17.  
Before the Parliament Bill passed its third reading the Government undertook to specially limit the life of a new Parliament in the event of the election being fought on the old register.

### LONDON DOCK DUES.

Owing to the cost of the war bonus for employees, the Port of London Authority has decided to raise the dock dues and other charges by 7½ per cent. from the 24th July.

### SUPPLIED BY ALL CHEMISTS.

PHYSICIANS prescribed Chamberlain's Colic, Cholera and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years and no home is complete without it. For sale by all Chemists and Storekeepers.

### THE CHINO-JAPANESE AFFRAY.

#### STRONG JAPANESE FORCE DISPATCHED.

TOKYO, Aug. 17.  
A regiment of Cavalry, three battalions of infantry and a mixed company with machine guns have been dispatched to Cheng Chia Tung from the nearest Japanese garrison. The Cabinet has discussed the situation.

The Foreign Office states that the attitude of Japan will depend upon the friendly attitude and co-operation of Peking.

### EARLIER TELEGRAMS.

### THE ANGLO-FRENCH OFFENSIVE.

#### SUCCESSFUL RESUMPTION OF THE ATTACK.

PARIS, Aug. 17.  
A communiqué states:—  
The French have resumed the offensive in the Somme region this afternoon after an intense cannonade making important gains.

In conjunction with the British, north of the Somme they captured a whole line of German trenches on a front extending to a mile.

Simultaneously, the French south of the Somme captured in one rush a system of powerfully fortified trenches on a front of twelve hundred metres south of Belloy-en-Santerre.

After capturing a mile of trenches north of Maurepas, the British and French troops at certain points reached the Guillemont-Maurepas road.

In addition, south of Maurepas, all the German positions east of the Maurepas-Clercy road were captured on a front of two kilometres to a depth of 300-500 metres, after a fierce fight, in which the enemy lost very heavily.

Both operations were brilliantly conducted and rapidly executed, and many prisoners were taken, in addition to 60 captured south of the Somme.

### THE RUSSIAN ADVANCE.

#### LINE OF ENEMY'S RETREAT.

PETROGRAD, Aug. 17.  
Military authorities indicate that there are three lines by which the enemy may retreat in Galicia, namely: (1) the Left Wing along the Tarnopol-Lemberg road; (2) the Centre towards Brzezany; and (3) the Right Wing towards Halicz.

The Russians are only six miles from the latter.

General Bothmer and General Ernoli are vigorously resisting General Sakharoff's outflanking effort.

In the Serezh region the Russians are still being held up by General Bothmer in the middle course of the Zlota, Lipa, but further south the Russians hold both banks for sixteen miles, and are continuing to press.

### RUSSIAN MILITARY APPOINTMENTS.

PETROGRAD, Aug. 17.  
General Rusky has been appointed Commander-in-Chief of the Northern Army, in succession to General Kuropatkin (who was recently appointed to the Turkish command).

### MERCHANTMEN SUNK.

LONDON, Aug. 17.  
The steamers *Pagasetis* (Spanish), *San Giovanni Battista* (Italian) and several sailing ships have been sunk.

### ENVOY TO THE VATICAN.

LONDON, Aug. 17.  
Count de Sals, K.C.M.G., C.V.O., (until recently British Envoy Extraordinary and Minister Plenipotentiary to Montenegro) has been appointed Special Envoy to the Vatican, in succession to Sir Henry Howard, K.C.B.

### LIFE OF PARLIAMENT AND REGISTRATION BILLS.

LONDON, Aug. 17.  
In the House of Commons, the Extension of the Life of Parliament Bill and the Registration Bill passed their second reading.

### MADRAS GOVERNMENT AND "NEW INDIA."

LONDON, Aug. 17.  
In the House of Commons, in reply to Mr. P. Snowden, Mr. Austen Chamberlain said that he was not prepared to interfere with the action of the Government of Madras regarding the paper *New India*. He was not aware that every paper of standing had protested on that the action had created indignation throughout India.

### NEW BRITISH MINISTER TO DENMARK.

LONDON, Aug. 17.  
Sir Ralph Paget has been appointed British Minister to Denmark.

### PLAQUE IN ENGLAND.

LONDON, Aug. 17.  
There have been three cases of diphtheria at Bristol. The Medical Officer of Health has hinted at the possibility of rats having been deliberately infected.

### JAPANESE PRINCE VISITING PETROGRAD.

TOKYO, Aug. 17.  
Prince Tan-In is proceeding to Petrograd to return the visit of the Grand Duke.

### AN INTERESTING MARRIAGE.

LONDON, Aug. 17.  
The marriage of Major John Murray, son of the famous publisher, and Lady Helen Russell was solemnised to-day.

### BERWICK BY-ELECTION.

LONDON, Aug. 17.  
The by-election at Berwick has resulted as follows:—  
Sir Francis Blake (Coalitionist) 3794  
Dr. Turnbull (Independent) 621

### "KITCHENER'S CONTEMPTIBLE CONSCRIPTS."

#### REPLY TO GERMAN SLANDERS.

The following is a "Reuter-Kokusai" telegram to the Japan papers as published in the *Japan Chronicle*.

In the embarrassed and hectic reports of the great battle of Picardy which Germany has circulated in neutral countries the commonest misstatement concerns the new British armies. It is admitted that the old expeditionary force was fine material, but the new ones raised in the last two years are described as undisciplined and feeble in attack and irresolute in defence. They are formidable, say the German reports, only because of their numbers, and these numbers are vanishing under the German fire.

No item of this statement is true. The casualties have not been out of proportion to the ground gained, and in the attack of July 14th which carried a large part of the German second line, the British losses were extraordinarily small. The individual fighting value of the British troops has been equal to any in the campaign. For example, a wood was taken by the Germans with nine battalions; it was recaptured by the British with two, and the British line, which showed its merit at Loos last September, has won great glory in every phase of the Picardy battle.

In a later phase of this battle a certain historic British division advanced on the line between Bapaume and Longueval. The experiment proved the worth of the New Army. To begin with, they managed to cross the intervening ground and get up to within 200 yards of the enemy's wire entanglements practically without casualties, which was a remarkable proof of discipline. When at dawn they attacked with superb vigour and devotion, in one place the German wire had been imperfectly cut and they had to make their way through it under a deadly fire, but by a little after midday the wire had been cut and the German second position was in our hands, as well as 663 unwounded men, 30 officers, including the battalion commander, four howitzers, four field-guns and 14 machine-guns. That is an achievement of four battalions, that is a victory which had never before been in action.

It should be remembered that in this section the Germans were not weak. Misty weather had enabled them to mass guns whose positions could not be detected by aerial reconnaissance and which were firing at registered marks. They had brought up some of their most famous troops, including a division of Verdun fame. The latter was as faithfully dealt with by the new British battalions as by the French 10th Corps in their famous counter-attack on Douaumont plateau.

Attention is called to the British New Army which showed its merit at Loos last September and which has won great glory in every phase of the Picardy battle.

To talk of "new armies" to-day, is indeed a misnomer. The whole British force in one sense is new. The famous old regiments of the line have been renewed completely since 1914, and their drafts are drawn from the same sources as the men of the new battalions. The only difference is that in historic battles there is a regimental tradition already existing, whereas in new battalions that tradition has had to be created and it has been created. A reputation second to none in the army and in dozens of new battalions, has been laid in a fighting foundation of proud tradition. Take the great fight of July 14th, when from Loos to Delville Wood, the German second line was carried and the third line pierced. It was an enterprise as bold as it was successful.

A distinguished French soldier doubted the possibility of success. An English General offered to "eat his hat" if it did not come off. When the French General heard of the result, he said: "C'est bien la General ne mange pas son chapeau."

### THE WESTERN OFFENSIVE.

#### ITS LARGER PURPOSE.

(BY A MILITARY CORRESPONDENT IN THE "WESTMINSTER GAZETTE.")

Looked at against the background of the war as a whole, the Allied western offensive, centred in, but not limited to, the battle on the Somme, will be seen to have a larger purpose as well as an immediate and more local objective. Though the more local objective may still be unachieved, notwithstanding the, to date, substantial promise of achievement, the larger, and far more important purpose is, happily for us, already assured of fulfilment.

Speaking with the evidence before us of subsequent events, we now know that when, at the beginning of the present year, the Germans in the War Council at Berlin planned their 1916 campaign, they were influenced by two broad considerations. One was the question of replenishing their forces; the other was the prospective period of scarcity preceding the harvest. By the end of April the 1917 class of recruits, having completed its training, would be in the fighting line. From that date the absolute diminution of numerical strength would begin. By the middle of May at latest the period of scarcity would be entered upon. In view of these considerations the measures decided upon were to bring the war to an end at the latest by Midsummer.

And these measures, again, were two: the attack upon Verdun and the offensive against Italy. Had both succeeded, as it was fully believed they would, then a separate peace might, it was thought, be forced alike upon Italy and upon France. The two "incalculables," Great Britain and Russia, might then in turn have been compelled to accept a settlement, inconclusive for them, advantageous for Germany and for Austria. Such are the enemy's reasonings which events between then and now have made clear. Events are the best of all possible proofs.

To be quite certain on the point let us glance back upon the main episodes of the war during 1916. In the order of time they have been (1) the fall of Erzerum, with later, the fall of Trebizond as its consequence, (2) the attack upon Verdun, (3) the Austrian offensive in the Trentino, (4) the battle of Jutland, (5) the Russian offensive south of the Pripiet, (6) the Italian counter-offensive, (7) the Allied offensive in the West. Stated summarily the campaign of 1916 has been marked first by the failure of both the enemy's measures, and secondly, as a consequence of that double failure, by the development of the Allied attack reassured by the demonstration in battle of the naval power which is the foundation of their strategy. There has been here, as anybody can see, a turning of the tables too manifest to be gainsaid.

But let us also be quite clear as to what we mean by a turning of the tables. Repeatedly in the leading articles of newspapers, which may be accepted as an index of the non-Service and general public view of the war, the statement has been made that the "initiative" has passed at length from the Germans to ourselves. "Initiative" is a technical term, and its technical meaning is the power to compel the enemy to conform to the disposition of his forces to your designs. In campaigns with enormous mass armies that power is in truth the assurance of victory. Orders have to be given very often weeks in advance. If you have the initiative your orders will hold good. If the enemy has it, either your orders will prove wrong, or sudden very unadvantageous changes will cause confusion and throw your organisation out of gear. In either case you will be beaten.

Now in the sense of being able to control and control the disposition of the Allied forces, the Germans never had the initiative. Their chance even of seizing it was settled in the negative on the Marne. By that battle, winning the freedom to make the best disposition of our forces, we took the first and most essential stride towards victory. That freedom has never since been imperilled. Nor has it been seriously challenged except during the critical weeks of October 1914 which preceded the battle of Ypres. The battle of Ypres, among other results, established it finally.

There has been no turning of the tables, therefore, by any transfer of initiative, for as vaguely used in general discussion the word has no military meaning whatever. Have we been able to carry out our designs? Undoubtedly. Has the enemy been obliged to conform to them? Most assuredly. If he had not been obliged to conform he would have employed his united strength first on the West and next on the East. He certainly would not to-day be fighting with it equally divided between the two main fronts.

It is we then who have held the control. And observe that both the attack upon Verdun and the offensive in the Trentino were the outcome of this pressure, partly naval, partly military. A good deal of public misunderstanding has arisen on this matter because the public at large have not yet altogether grasped the significance of the tactical successes which have been another result. You score a tactical success when, reducing an enemy effort to nullity, you cause the strength he has used up in that effort to be wasted. Ypres was a great tactical success. Verdun has been an even greater—the greatest known. The Italian defence in the Trentino was a great tactical success. In brief, we have turned the tables not by any shifting of the initiative, but because our generals have been skilful enough in the first place to win, and skilful enough in the second place to be for the moment content with tactical successes, knowing that such successes must inevitably lead up to that phase of the war in which our strategic initiative would be united with and utilised in tactics of attack.

In the Trentino the Italian counter-offensive has set the seal upon General Cadorna's tactical success by wrecking the Austrian enterprise. The profound effect of that Austrian failure upon the war as a whole is evident from two considerations. The first is that, apart from the troops engaged against Italy, it left Austria with no forces about save the three armies on the Russian front. Further, these were the bottom of the purse. If lost they could not be replaced. It was for that reason, secondly, that so much care was taken not merely to ensure the success of the Trentino enterprise, but that it should be alike swift and crushing. In withdrawing the reserves, including the best units, from the armies on the Russian front the Austrians ran a deadly risk. As Mr. Bellco "justly pointed out in last week's 'Land and Water,' they fed into the Trentino across the Brenner Pass—the one narrow bottleneck of communication—a vast mass of both heavy and light artillery. They were staking everything upon the throw, and they meant the throw to be a certainty.

They have lost, and on the top of that loss came the Russian offensive. Of the three Austrian armies on the Russian front two have been swept away. The third is in peril of envelopment. Since the battle of Koloman last week von Bothmer's danger has become imminent. What will be Austria's situation if the Russian movement south of the Diester cannot be arrested, and von Bothmer is lost? She will have no forces left save those employed against Italy, and the best part of those, as well as the best part of their equipment, literally locked up in the Trentino for weeks to come. In truth, the failure of the Trentino enterprise and the Russian offensive have brought Austria to the brink of ruin.

The Germans, however, perfectly well know that if Austria goes down their cause in the Balkans and in Turkey is irretrievable. Sir, their influence and power as Vienna will vanish. Come what may, they must save their tottering ally. How? They have tried to do it by massing troops against the Russians in the Luck salient. It has not been enough. Inevitably as the Russian movement south of the Diester has grown more threatening the fighting round the Luck salient has become more intense. To sustain it the German lines north of the Pripiet have been drawn upon to the utmost. Even the West has been drawn upon. It has been repeatedly asserted by German military commentators, and apparently it was the view of the German Headquarters Staff, that the Russians could not stand up to German troops. That opinion must by this time be another of the *Juste Illusions*. In threatening both Kovel and Lemberg by his first advance General Brusiloff without doubt knew that he would provoke that concentration. But does anybody imagine that a commander of his skill had not made ample provision against emergency? Besides, in provoking this concentration he kept the enemy thin where he meant to plant his real blow—in Bukovina. Elementary as it was, the Germans at the time did not see it. Of course they see it now. But if they think out on the Luck salient their front there will be disrupted. They have been out-generalled, and they have to face the consequences.

It is a question of time, and not of weeks but of days. Where could the Germans in these circumstances turn for the men and the guns to save Von Bothmer if not to France? The larger purpose, then, of the western offensive is to second the Eastern offensive. On a greater scale it reproduces on the West the position on the Luck salient. The price of withdrawals is disruption. It is the price because the initiative is ours. In the eye of the larger purpose the prize is not the possession of villages; the prize is the fate of empires. And that purpose is already assured of fulfilment. The peril of disruption on the West is as great as the peril of envelopment on the East. Either way the result will be the same.

Of the immediate and more local objective it is advisable at this juncture to speak with a certain reserve. Attention has been chiefly directed to it, and various guesses have been indulged in. Among them has appeared the suggestion that this attack is intended to relieve the enemy's pressure upon Verdun. It has nothing to do with Verdun. On the whole, the public have been led to form expectations which are exaggerated, because, on the whole, beyond what is reasonable. So far as the battle had gone up to the time this was written, the advance had been most marked on the right, where the French are operating, and especially so the south of the Somme. There is a temptation on the part of correspondents and others writing on the spur of the moment to offer by implication excuses for the British troops on the ground that the Germans have thickened their resistance along the British section of the line, and that the terrain is there the more difficult. Both statements are in substance false. The implied excuses, however, are both needless and beside the mark. For the advance to have swung itself, against the enemy line is a fine achievement. It is not a question of local part of the attacking force being better than another, much less of one general being more capable than another. The operation, as a whole, is being directed by one of the greatest tacticians of this or of any other age. The success of troops in battle lies in achieving what they are asked to achieve.

### JAPAN AND FORMOSA FORESTS.

The British Consul at Tamsui reports that the exploitation of the extensive forests in the interior of Formosa is a matter which has been engaging the attention of the Government authorities for some years past. Tree-felling in the Mount Ari forests has been rapidly proceeded with and in 1915 the first trial exports of Arisan timber to foreign countries took place. The amount of timber now produced at Arisan is about 3,000,000 cubic feet per annum. The most up-to-date methods of timber extraction are employed and the logs are sent down to the yard at Kapi, adjoining the starting point of the Arisan Railway, which runs for a distance of 41 miles up the slopes of the mountain. Aerial wire transporters have been installed and the collecting power of the machinery now in use is from 10,800 to 14,400 cubic feet per working day of ten hours.

Two new forests have been discovered, one in Taichu Prefecture on the slopes of Mount Hsien, and the other in Giran Prefecture in the upper reaches of the River Daidakunikel in the neighbourhood of Mount Samsu. According to present estimates, the area of the Hsien forest is about one-half of the Arisan forest, while the area of the Giran Prefecture is one and a half times as large as the Arisan forest. The enormous difficulties encountered at Arisan in extracting the timber, which necessitated the construction of the railway above referred to, will not, it is thought, be experienced at either of the new forests, as there are convenient waterways for floating the logs down to the sea coast or railway.

### A BOY HERO.

The following is an extract from Admiral Sir David Beatty's report on the Jutland Battle:—

"The fortitude of the wounded was admirable. A report from the Commanding Officer of Chester gives a splendid instance of devotion to duty. Boy (1st class) John Travers Cornwell, of Chester, was mortally wounded early in the action. He nevertheless remained standing alone at a most exposed post, quietly awaiting orders till the end of the action, with the gun's crew dead and wounded all round him. His age was under 18 years. I regret that he has since died, but I recommend his case for special recognition in justice to his memory, and as an acknowledgment of the high example set by him."

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NOTICE IS HEREBY GIVEN that on SUNDAY, August 20th, the Supply of ELECTRICITY will be DISCONTINUED at 8 a.m. to enable the Work in progress at the Power Station to be completed. GIBB LIVINGSTON & Co. Agents. Hongkong, Aug. 18, 1916.

#### (Continued on page 8.)

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PORT COLEBERT & SWATOW	KIUKANG	Aug. 21, at Noon
HOIHOW, PAIHOT & HAIPHONG	SUMERANG	Aug. 22, at 10 a.m.
MANILA, CEBU & ILOILO	TAIYU	Aug. 22, at 4 p.m.
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SHANGHAI	WOSANG	THURSDAY, Aug. 24, Daylight
SHANGHAI	YCSANG	FRIDAY, Aug. 25, Daylight
MANILA	LOONGSANG	SATURDAY, Aug. 26, at 3 p.m.
SINGAPORE & SOERABAYA	CHENSANG	THURSDAY, Aug. 31, at 3 p.m.

## RETURN TOURS TO JAPAN.

THE steamers "Kutsang," "Namang," "Loisang" & "Fookang" leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yokohama," leaving Hongkong at regular intervals for Yokohama (when sufficient independent loading) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Koda, Lahad Datu, Simporna, Tawau, Uman, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL  
STEAM PACKET CO.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

## HOMEWARD.

For

Steamers

Dates of Departure

## TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,  
AGENTS.

Telephone No. 215.

## BRITISH INDIA S. N. CO., LTD.

## A.P.C.A.R. LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, HONGKONG, SHANGHAI  
AND JAPAN PORTS.

## EASTWARD.

S.S. SHIBALA, 5,308 tons, Capt. A. J. Terry, will be despatched for SHANGHAI, KOBE and MOJI on 24th August.

## WESTWARD.

S.S. SANTHIA, 5,192 tons, Capt. J. W. Robertson, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on 23rd August.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.  
AGENTS.

## SHIPPING

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHEW

## AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS	CAPTAINS	LEAVING
HAICHONG	Capt. J. W. Evans	FRIDAY, 18th August at 3 p.m.
HAICHING	Capt. W. C. Pasmore	TUESDAY, 22nd August at 3 p.m.
HAITAN	Capt. J. S. Thomson	FRIDAY, 25th August at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to:-

DOUGLAS LAPRAIK & Co.  
General Managers.



## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons & Speed	Leave Hongkong
SIBERIA MARU	18,000-18 knots	Fri., 15th Sept. (from Nagasaki)
PEERSIA MARU	8,000-14 knots	Thurs., 21st Sept. at 10.30 a.m.
TENYO MARU	22,000-21 knots	Wed., 4th Oct. at Noon
NIIPPON MARU	11,000-13 knots	Tues., 17th Oct. at 10.30 a.m.
DAIRIN MARU	9,000-12 knots	
KWANTO MARU	8,000-12 knots	
SHINYO MARU	22,000-21 knots	

\* Proceeding to South American Ports. \* Via MANILA, Omitting Shanghai.  
\* Cargo only. \* Omitting MANILA, Shanghai and Honolulu.

First Class to London.....\$ 271-10. Return (5 months) £120.  
"New York".....\$ 480.  
"San Francisco".....\$ 485.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamers. Tons & Speed. Sailing.

ANYO MARU.....18,500-15 knots.....Tues., 12th Sept. at Noon.

For full particulars as to Passage and Freight apply to

K. DOI, AGENT.

KING'S BUILDING (Opposite Blake Pier).

Telephone 291.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.

STEAMERS.

SAILING DATES.

DISPLACEMENT.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN AND TENERIFE

ATSUTA MARU.....(SUNDAY, 20th Aug. at 11 a.m.)

SHITACHI MARU.....(THURSDAY, 24th Aug. at Noon)

YOKOHAMA MARU.....(FRIDAY, 1st Sept. at 4 p.m.)

SAPO MARU.....(TUESDAY, 19th Sept. at 4 p.m.)

STANGO MARU.....(TUESDAY, 12th Sept. at 4 p.m.)

MIKO MARU.....(FRIDAY, 15th Sept. at 4 p.m.)

SHANGHAI, MOJI & KOBE

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## SHIPPING

## P. &amp; O. S. N. Co.

## STEAM FOR

STRAIT—COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER-

RANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATA-

VIA PERSIAN GULF, CONTINENTAL, AMERICAN, AND SOUTH

AFRICAN PORTS.

THE Steamship "NORE," Captain D. Ashbury, carrying 1,000 tons of cargo, will be despatched from this port on or about FRIDAY, the 25th August, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Mooltan" from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Now Silk and Valuable, and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the steamship "Mooltan" direct to Manchester and London. Other Cargo for London etc., will be conveyed via Bombay per "Mooltan" due in London about 9th October, 1916.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR,

Acting Superintendent.

Hongkong, Aug. 12, 1916.

## NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO.

SEATTLE AND JAPAN.

THE Steamship "Kiyomasa" having arrived from the above ports, is informed that all Goods are being landed there with the exception of the following:—

1. Goods consigned to the Hongkong and Kowloon Wharf and Godown Company, Limited, whences and/or from the wharves, delivery may be obtained.

2. Goods not cleared by the 21st August at 5 p.m. will be subject to rent.

3. All broken, chafed and damaged packages are to be left in the Godown where they will be examined on 1st August at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, Aug. 14, 1916.

332

AGENTS' NOTICE

LONDON—WILLIAM SHARPE, 42 Great Russell Street, W.C.1. ALBANY, 11 & 12, Cannon Street, London, E.C.4.

NEW YORK—W. & A. G. Smith & Co., The Broadway Building, New York City.

NEW YORK—W. & A. G. Smith & Co., The Broadway Building, New York



# SHIPPING

## P. & O. S. N. CO.

ROYAL MAIL SERVICE  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
MARSEILLES AND LONDON,  
Taking Passengers and Cargo to  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at	Due
Colombo	Friday	Colombo	1916	1916
NORE	Aug. 23	* MOULTAN	Sept. 23	Oct. 2
MALTA	Sept. 8	* KASHGAR	Oct. 9	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	* MOREA	Nov. 19	Nov. 26
NORE	Nov. 3	Through Steamer	Dec. 6	Dec. 13
NYANZA	Nov. 17	* MONGOLIA	Dec. 17	Dec. 24
MALTA	Dec. 1	* MALWA	Dec. 31	Jan. 7

Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.  
On the Australian Route Tickets Interchangeable with Orient Line.

### SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NAMUR	WEDNESDAY, 30th August.
SARDINIA	5th September.
NOVARA	SATURDAY, 23rd September.
NORE	SUNDAY, 8th October.
NYANZA	SUNDAY, 22nd October.

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available by Messageries Maritimes Company.

### INTERMEDIATE STEAMERS (Non-Transit)

IN ADDITION TO THE ABOVE-MAIL STEAMERS,  
WILL LEAVE DIRECT FOR  
MARSEILLES AND LONDON,  
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO  
AND PORT SAID.  
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.  
Proposed Sailing:

STEAMERS	Leave Hongkong about	Leave Suez about	Due at Marseilles about	Due at London about
NAMUR	30th August	30th August	30th August	30th August
SARDINIA	5th September	5th September	5th September	5th September
NOVARA	23rd September	23rd September	23rd September	23rd September
NORE	8th October	8th October	8th October	8th October
NYANZA	22nd October	22nd October	22nd October	22nd October

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cables are fitted with Electric Fans free of charge and each Bath furnished with an Electric Reading Lamp.  
Passage Tickets Interchangeable with the British India Co.  
Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
**H. V. D. PARR,**  
Acting Superintendent.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.  
S.S. CHINA  
WILL SAIL FROM HONGKONG FOR  
SAN FRANCISCO  
VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.  
SEPT. 5 - NOV. 11 - JAN. 18.  
AN UNRIVALLED HIGH CLASS PASSENGER  
SERVICE AT INTERMEDIATE RATES.  
O. H. RITTER, Freight and Passenger Agent,  
Princes Buildings, 100 House Street.

### INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO by Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

### ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA DELAGOA BAY, DURBAN EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "SALAMIS" from Hongkong

For Rates of Freight apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

### "ELLERMAN" LINE

(Ellerman & Bucknall Steamship Co., Ltd.)

### JAPAN, CHINA AND STRAITS

### TO UNITED KINGDOM & CONTINENT.

For

STEAMERS

SAIL

LONDON

"CITY OF NORWICH" On 10th September

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE LTD.

General Agents.

## JAPAN'S SHIPPING CONQUEST.

[THE FAR EASTERN REVIEW.]

A new menace and an exceedingly serious hindrance to trade between China and foreign countries, especially concerning Great Britain and the United States, has recently developed and has created a situation in which the capture of China's entire export trade by Japan is imminent. It is imminent if it has not already come about.

Knowledge of the situation first began to break upon the British and American merchants when in response to recent cable requests to London for prices they submitted bids for the supply of certain Chinese commodities which, instead of being accepted as in former times, were rejected with the comment "Price too high." This happened not only in some of the smaller lines of business but in two of the great export products of China, vegetable oil and silk, on which the particular merchants tendering were convinced they could quote as low prices as any one.

Refusal of new offers led some of them to quote new prices without comment, quoting the exact cost, insurance and freight on the goods in question. Again the reply came back that the prices were too high. Closer inquiry developed that Japanese houses, or British houses in London acting as agents for Japanese, were making much lower quotations. How they could do this the British and American firms failed to understand, since, in some cases they knew that slightly higher prices had been paid by Japanese for Chinese exports than they themselves were willing to offer.

Then came a bombshell in the publication by the Japanese of revised schedules of freight from Kobe to the United Kingdom. By these schedules it was shown that Japanese steamers were taking groundnut cargo, for example, at 48 shillings a ton from Kobe to Hull, whereas the Homebrew Conference rate as published by the body was 100 shillings. Since the rate from Shanghai to Kobe is about 36 shillings a ton, or at the then rate of exchange, about 11 shillings, it appears that Japanese shippers can purchase China products in Shanghai or other ports, ship them to Kobe and transship to the United Kingdom for about 60 shillings a ton, plus the cost of transshipment. This gives the Japanese an immense advantage over shippers on British and other vessels carrying the Homebrew Conference rates of 130 shillings a ton.

It is obvious that no firm compelled to pay the Conference rates can hope to compete in any product which the Japanese can handle, and it also follows that the Japanese buyers of Chinese products are able to pay several Mexican dollars a piece more for China products, thus stifling all present competition in buying, although the ultimate effect of this monopoly probably will be, not to raise prices, but to lower them, as the Japanese is a good business man and always pays as little as he can for any product he desires.

The question may be raised why the British and American shippers do not take the line of least resistance and avoid payment of the 100 shillings Conference rate by shipping through Kobe. This is impossible since the Japanese have carefully closed this outlet to other nationalities and their ports reply to merchants seeking cargo space for such shipments is that they have no room on their ships to accommodate the same. Whether this statement is actually according to fact at the time the space is requested or not, does not matter.

since even with the Japanese shipping and all the ships running under the Conference rate, there is still a sufficient deficit of cargo space and the Japanese need only go out into the market in China to buy any amount of products needed to fill their holds.

Thus far, only the question of British and American trade with Great Britain has been dealt with, but it would also appear that those doing business with the United States, especially with the West Coast, are in a similar predicament as regards Japanese competition. The rate from Kobe to the West Coast is 88 gold per ton according to the last advertised rates of the Japanese subsidized lines whose maximum charges are regulated by the Japanese Government. Add to this the freight of \$11 Mexican from Shanghai to Kobe, or about \$5.50 gold, and it becomes evident that Japanese shippers can land Chinese products in San Francisco or Seattle for the freight charge of \$13.50 gold, plus the cost of transshipment in a Japanese port, which probably runs less than 50 cents gold a ton, making a total freight and handling charge of \$14. The Pacific Conference rates are \$24 gold a ton, which gives the Japanese an advantage of \$10 a ton, so that no American shipper to any other than Japan can hope to compete.

While the effect at present is evidently to restrict trade in China products to the Japanese, it must not be forgotten that when trade lines are once established in China they tend to persist, and Japan's monopoly of the field to the exclusion of all other competitors, gives her an opportunity of securing a strangle hold on the China market which may be difficult to shake off when normal conditions as regards shipping return.

The beautiful thing about this competition is that it is perfectly legitimate and has come about through the fact that Japan has been handed the dominance of the Pacific by the enforced withdrawal of the Pacific Mail lines and the general lack of American ships in Pacific waters. In fact so greatly have the Japanese been aided in their policy of "peaceful penetration" by the present shipping conditions that their entire diplomatic attitude towards China shows signs of a change. Their subconscious argument probably is "What is the necessity of force or threat of the same as displayed in the famous twenty-one demands, when the shipping situation has put us in a position simply to let economic advantages do their work and secure us that dominant place in the trade of China which we have so long contended for by right of proximity."

It is that, as it may, other nations engaged in business in China are not viewing with complacency the advance of Japan's commercial place at their expense, especially now that efforts on their part to secure relief by lower rates on the China run have proved unavailing, and strong representations made to the British Government have failed to reduce the rates of the British-owned ships in the least. When it is considered that even the 48 shilling rate from Kobe to the United Kingdom ports represents a considerable increase over conditions prior to the war and that Japanese subsidized lines are making money hand over fist, it would appear that this firm combination of Japanese merchants and ship owners is being enabled to build such a wall around the trade of China that even a sweeping slash in rates will fail to demolish it. Past experience has proved that the Japanese can run their ships on lower freight rates than those of other nationalities, so that it may take sterner competition than ever has occurred in the past to make a breach in the new economic wall which Japan has constructed around China, a wall in which no diplomatic representations can force an "open door" since it is all so simple and above-board, being based on conditions over which diplomacy has no control.

## STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

SINGAPORE, August 18th.

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## BANKS

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000.

RESERVE FUNDS \$15,000,000.

STERLING \$1,500,000.

SILVER \$1,500,000.

RESERVE LIABILITY OF \$15,000,000.

PROPRIETORS \$15,000,000.

COURT OF DIRECTORS.

W. L. Patterson, Esq., Chairman.

S. H. Dodwell, Esq., Deputy Chairman.

G. M. Edkins, Esq., Hon. Mr. D.

C. S. Gubbay, Esq., Landale.

H. H. Hoyle, Esq., J. A. Plummer, Esq.

P. H. Hoyle, Esq., Hon. Mr. E. Shellam.

CHIEF MANAGER.

Hongkong - N. J. STARR, Esq.

MANAGER.

Shanghai - A. G. STEPHEN, Esq.

LONDON BANKERS - LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG - INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits -

For 3 months 2 1/2 per cent. per annum.

For 6 months 3 per cent. per annum.

For 12 months 3 1/2 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, Feb. 10, 1916.

### HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STARR, Chief Manager.

Hongkong, May 14, 1914.

### THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital \$21,500,000.

Subscribed \$1,125,000.

Paid-up \$1,125,000.

Reserve Fund \$1,125,000.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 1/2 per cent. per annum. On Fixed Deposits at rates which may be ascertained on application.

C. CHAMPERLIN, Acting Manager.

Hongkong, March 27, 1916.

### THE CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL \$21,500,000.

RESERVE FUNDS \$21,500,000.

RESERVE LIABILITY OF PAID-UP CAPITAL \$21,500,000.

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